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REPORTS IMPROVEMENT AND DEFICIENCIES IN RAILROAD OPERATIONS

GOR'KIY FREIGHT STATION GETS NEW PLAN -- Gudok, No 121, 9 Oct 49

The Moscow Institute of Transport Engineers has worked out a new operational plan for the Gor'kiy Freight Station. The process is based on mean progressive norms which will introduce planning into all operations involving cars both in the station itself and on sidings.

Special attention was given to the operative command of the work of the station. Formerly only the schedule for shunting movements of locomotives was observed, but now the main attention has been placed on the cars. Control over each car movement in the station has been established.

A system for exchange of information about train movements between the station and the division, industrial sidings, and the Gor'kiy Marshaling Station has been set up.

The new technological process for the station consists of 15 parts, which embrace all operations carried out by the station. Progressive norms and advanced methods of work comprise the basis of each part. The norms were determined on the basis of studies of conditions in the station and also of other stations. Time studies were also made.

The basic idea is the full coordination of the commercial, freight, and maintenance yards of the station.

Progressive lengths of time to be spent for the separate shunting operations will greatly improve the utilization of the station's facilities. All locomotives have been attached to specific sidings and will run between the station and the industrial enterprises according to a special schedule. The sizes of groups of cars to be delivered at one time to each loading point have been worked out, as well as the number of deliveries of such groups. The most efficient number and disposition of loading machines for the freight yard have been determined.

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The new process includes the introduction of the Lanchak method for freight-yard operations. To create the best possible conditions for the continuous method for processing freight cars, specialization of tracks has been provided for. Shunting locomotives in the central shunting area have been assigned to specialized operations. On the Oka River side of the station the Lanchak method is used to assemble groups of cars destined for various points and the collection of cars is carried out simultaneously with the delivery of these cars. It is planned to turn the dead-end tracks on the Molitovskiy and Sibirekiy wharves into through tracks to take full advantage of the Lanchak method, which is particularly effective on through tracks.

In the freight offices train papers will be made up to correspond with freight operations.

The new process will be put into operation in the near future, and will cut layovers of freight cars in the station by an estimated 30 percent.

RR OPERATIONS REVIEWED -- Gudok, No 115, 25 Sep 49

Freight turnover on the USSR railroad network has increased in 1949 by more than 20 percent over 1948. The volume of freight handling is higher than it has ever been. The level of carloadings set for 1950 has been achieved.

There are, however, shortcomings. The Donets Railroad Okrug is not completing the plan for freight handling, although it has a sufficient quantity of empty cars and freight. There is no reason for the lagging of the Central Asia Okrug. Some coal-hauling railroad systems are not insuring the transport of coal for stockpiles. The Tomsk System is especially delinquent in this respect, although it has a surplus of cars.

Eighteen railroad systems have reached or exceeded the prewar level for car turnaround time. The Western, Central, Northwesterr, and Ural-Siberian railroad okrugs are operating successfully on their pledges to accelerate car turnaround by 2 hours against the norm. However, the USSR network as a whole is not completing this assignment. Systems of the Central Asia, Far Eastern, Caucasus, and Volga okrugs are especially backward in this respect. Car turnaround has been slowed above the norm because the systems permit all types of unnecessarily long, inefficient hauls and also permit excessively long layovers of freight cars in freight operations. During 8 months of 1949 layovers of freight cars in freight stations have been cut only 2 percent, as against a required 19 percent.

There is a great surplus of loaded freight cars on the Gor'kiy, Orenburg, Far Eastern, Primorskaya, and other railroad systems.

STALINGRAD DIVISION HAMPER'S LOCOMOTIVE OPERATIONS -- Stalingradskaya Pravda, No 140, 19 Jul 49

The drive to achieve 500-kilometer daily locomotive runs has not been successful on the Stalingrad Railroad System. Runs from 460-485 kilometers per day are rarely achieved. Delays in locomotive operation continue to increase, with the Stalingrad Division one of the worst offenders. Troshin, head of the division, and Vetsenyy, head of the operations division, are doing nothing to further the drive, which is being hampered at every point by indifference and limitations.

The trip from Kachalino Station to Stalingrad and return can be made in 6 hours when there are no delays. The majority of trains take 16-20 hours, and sometimes more than 24 hours. Kachalino Station, where a turnaround depot is being established, for a long time has been a "dump" for locomotives. Every day several locomotives are delayed here for no apparent reason in waiting for cars.

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Locomotives usually have to wait 5-7 hours each for cars at the Sarepta Station, although Abganerovo, the terminal station, is only 2 hours distant. Chir Station has been holding up locomotives for 10-12 hours.

Locomotive engineers have found it necessary to decrease speed because at almost every stop they are warned of track defects. Every stop of a locomotive, however short, consumes an additional 100 kilograms of coal, and every warning to decrease speed leads to a loss of 50-150 kilograms of fuel. In June, 150 trains were stopped for this reason on the Stalingrad Division. Stalingrad-I Station rarely dispatches a freight train on schedule. Trains are each delayed 5 or more hours at Voroponovo. In the last few days of June at the Stalingrad Division, traffic service workers were responsible for the delay of 44 trains, car workers delayed 17 trains, and track men four trains.

The locomotive dispatcher at the Stalingrad Division has worked out a schedule on the theory that 500-kilometer runs are not possible in the system. The limit for average daily speed of a locomotive has been set at 360 kilometers. In following this schedule, engineers at Stalingrad-I Depot can not meet their pledge for 500-kilometer runs and in June could not make any round trips. This schedule has been approved and upheld by the head of the Stalingrad Division and the head of the operations division. Other division heads have followed suit limited their engineers to runs below 500 kilometers per day.

TASHKENT RAILROAD BELOW JULY PLAN -- Pravda Vostoka, No 165, 21 Aug 49

The Tashkent Railroad System completed 95 percent of the July 1949 freight-handling plan, including petroleum products 89 percent, coal 103 percent, and cotton fiber 137 percent.

ENTERPRISES ACCELERATE WORKING CAPITAL -- Gudok, No 115, 25 Sep 49

Leading enterprises of the Sverdlovsk Railroad System have released 13.5 million rubles of working capital. Freight car workers of the depot of Goro-blagodatskaya have transferred 32,000 rubles to the state, and the depot of Kamyslov has transferred 28,000 rubles. Locomotive workers of Tyumen' Depot have released 321,000 rubles of working capital.

Leading enterprises of the Turkestan-Siberian Railroad have released 1.4 million rubles of working capital, of which locomotive depots released 503,000 rubles. Materials in storehouses of the depots of Charskaya, Ayaguz, and Dzhambul are 14-15 percent below the norm. In the depot of Charskaya, layover of locomotives in washing repair was reduced 2.6 percent in August in comparison with 1948. The Dzhambul Depot cut washing-repair layover by 50 percent, and the Ayaguz Depot lowered the layover by almost 66 percent. Turnover of working capital in the Charskaya Depot has been accelerated by 14 days, production for each ruble of working capital was 3.3 rubles more than planned. Track subsections, with the exception of the Alma-Ata subsection, have completed their pledges in regard to turnover of working capital and have transferred 209,000 rubles to the state. The main materials storehouse in the Alma-Ata-I Station has accelerated turnover of materials by 3 days.

The introduction of the continuous method for assembly of railroad cars and basic parts in the Yerofoy Pavlovich railroad car depot has shortened the production cycle, raised the productivity of labor, and accelerated the turnover of working capital. The Mikhaylo-Chesnokovskiy Railroad Car Repair Plant has switched to the continuous method.

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MOSCOW-LENINGRAD LINE GETS EXTRA FAST TRAINS -- Vechernyaya Moskva, No 198,
20 Aug 49

A new fast train, No 28, has been introduced on the Moscow-Leningrad line, leaving Moscow at 2350. Another fast train for Leningrad will leave Moscow at 0005. These additional trains have been put into operation because of the large number of student passengers. The extra trains will run between Moscow and Leningrad whenever it is deemed necessary. In case of necessity, one more passenger train will be put into service, which is to leave Moscow at 0220. Thus there will be a total of nine passenger trains daily from Moscow to Leningrad.

FAR EASTERN SYSTEM MEETS JULY LOADING PLAN -- Tikhookeanskaya Zvezda, No 197,
21 Aug 49

The Far Eastern Railroad System fulfilled the July plan for average daily carloadings 100.6 percent, including 90 percent by the Khabarovsk Division, 96 percent by the Obluch'ye Division, and 116 percent by the Bikin Division. Completion of the July 1949 carloading plan as compared with the fulfillment of the July 1948 plan was 123 percent for the system as a whole, including 64 percent for the Obluch'ye Division, 120 percent for the Khabarovsk Division, and 163 percent for the Bikin Division.

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